

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
12 November 2013 (7.30 - 8.35 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Melvin Wallace (Chairman), Frederick Thompson, Steven Kelly, Barry Oddy and +Wendy Brice-Thompson
<b>Residents' Group</b>	Brian Eagling and John Wood
<b>Labour Group</b>	Denis Breading
<b>Independent Residents Group</b>	David Durant
<b>UKIP</b>	Lawrence Webb

Apologies were received for the absence of Councillors Billy Taylor and Damian White. Councillor Wendy Brice-Thompson substituted for Councillor Billy Taylor.

Councillor Andrew Curtin was also present for part of the meeting.

There was a member of the public present for of the meeting

Unless otherwise indicated all decisions were agreed with no vote against.

The Chairman reminded Members of the action to be taken in an emergency.

**38 MINUTES**

The minutes of the meetings of the Committee held on 15 October 2013 were approved as a correct record and signed by the Chairman.

**39 PROPOSED TRAFFIC IMPROVEMENTS IN ELM PARK AVENUE, ELM PARK**

The report before the committee detailed the outcome of a consultation relating to provision of loading facilities for businesses, improving

accessibility at existing bus stops and parking for shoppers in Elm Park Avenue, between The Broadway and Diban Avenue.

The report outlined the following proposed traffic improvement:

1. The existing waiting and loading restrictions in Elm Park Avenue operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading was also permitted during these restricted times, for a maximum period of 20 minutes. Lack of dedicated loading bays for freight had a detrimental impact on the traffic flow, particularly during peak periods and often occurred at bus stops.
2. The existing bus stops in Elm Park Avenue (between The Broadway and Diban Avenue) were outside nos. 25 Elm Parade and 196. The stops do not have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week. As a result, measures were considered necessary at this stage to improve accessibility which involved altering the kerb heights to enable buses to park close to the kerb side so that loading ramps could be deployed which were especially needed for people using wheelchairs.
3. Loading bay in Elm Park Avenue, outside Tesco Express

Currently, there are no dedicated loading bays for businesses in Elm Park Avenue and lack of on-street loading facilities had been raised locally by shopkeepers. Businesses in Elm Park Avenue receive deliveries throughout the day. The delivery vehicles park in the road or close to a bus stop which prevented buses from pulling close to the kerb line. As a result, it was important to provide a loading bay outside nos. 18 and 19 Elm Parade to ensure that deliveries were carried out safely and without disrupting the traffic flow. It was empathised that the loading bay was not specifically proposed for Tesco Express but also to provide benefits to all the shops and businesses in Elm Park Avenue. The proposals were shown on drawing no. QL025-0B-230.

The loading bay would allow free loading for maximum 20 minutes with no return within 2 hours. The loading bay would operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which would be in line with other loading bays in The Broadway.

4. To improve traffic flow in Elm Park Avenue

To widen the carriageway by one metre at specific locations i.e. existing bus stop (north side) and new loading bay in Elm Park Avenue. Carriageway widening would not impede the pedestrian movements as there was sufficient area for pedestrians on the footway. The proposals were shown on drawing no. QL025-0B-230 appended to the report.

5. To improve accessibility for passengers at existing bus stops

At present, buses experience difficulties to gain access into the existing bus stops in Elm Park Avenue to pick up or alight passengers due to inconsiderate parking at existing bus stops or parking in the path where buses start to pull in towards the bus stop. This forces buses to stop in the road thus blocking the traffic.

Passengers with disabilities find it difficult to alight or board as buses are unable to pull close to the kerb. To overcome the problem, it was proposed to provide clearway restrictions at the bus stops. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. The proposals are shown on drawing no. QL025-0B-230.

The proposals also involved off setting the existing bus stop by 1 metre into the footway situated outside property nos. 20 to 28, Elm Parade. The measures would not involve any loss of highway trees.

6. To provide parking for shoppers

It was proposed to provide parking for shoppers to enhance passing trade. The proposals involved provision of 4 bays in Diban Avenue. The parking would operate by Pay and Display and a ticket machine would be installed at a convenient location to dispense tickets. The parking tariff would be the same as in The Broadway, Elm Park.

During general debate, Members of the Committee discussed and sought clarification of the following matters:

That the loading bay was for all shops to use and that the work was coordinated with the paving works in Elm Park.

If pay-and-display parking bays between the zebra crossing and the loading bay were considered. In reply officers explained that the carriageway would block the approach to the loading bay and that it was also opposite the bus stop with a cabinet also in the way. It was confirmed that the loading bay was not for the use of any one shop exclusively, that all shop owners in the vicinity could use it.

A Member was concerned about the pay-and-display parking in Diban Avenue and felt that the existing part time restriction was effective and that after this time there was a turnover of spaces. Officers explained that the logic of the pay and display was to encourage turnover.

A Member was of the opinion that car users always parked up along Diban Avenue and Pay & Display would help the situation as it did by Hornchurch Station.

The Committee **RESOVLED:**

1. To recommend to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedules 1, 2, 3 and 4) of the report be implemented and the necessary traffic orders are made.
  - i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
  - ii) Schedule 2 – Freight loading facilities for shops and businesses,
  - iii) Schedule 3 - Pay and Display parking for shoppers, visitors etc,
  - iv) Schedule 4 – Provision of clearway restrictions at existing bus stops.
  
2. That it be noted the cost of carrying out the works was £20,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for improving reliability of public transport package.

The vote was 8 in favour, 1 against and 1 abstention. Councillor Breading voted against the scheme and Councillor Webb abstained from the vote.

40 **PARK LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that detailed the outcome of a consultation following a feasibility study that identified pedestrian facilities along Park Lane and humped zebra crossing with kerb build out.

A feasibility study had been carried out to identify pedestrian facilities. It detailed that a humped zebra crossing with kerb build out would improve road safety and provide pedestrian facilities.

The report informed Members that the traffic surveys showed that two-way traffic flow was up to 550 vehicles per hour during peak periods along Park Lane. That in the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Two involved school children and all were slight injuries.

At the consultation, the proposals informed approximately 60 local residents / occupiers in the area affected by the proposals. Six written responses from Local Members, London Buses and residents were received and the comments were summarised in the appendix of the report.

With the agreement of the Committee, Councillor Andrew Curtin addressed the committee and sought clarification on the proposed scheme:

Councillor Curtin stated that residents had concerned with the proposal and sought clarification why the existing refuge by Brentwood Road was not considered. He also stated that residents were concerned that they were not able to stop on the zig-zags to park on driveways.

Officers responded that the current location was a choice between the location near the junction with Malvern Road and an alternative at Clifton Road and that refuge by Brentwood Road would not fit because of various driveways.

A Member stated that he agreed with the crossing, but disagreed with the build-out. He suggested that the scheme be installed as designed but without the build-out. Officers explained that to do this would mean that the crossing would not be safe because parked vehicles would block the view of pedestrians crossing which is why the build-out was proposed. Officers explained that the alternative would be to significantly increase the no parking zig-zag lines, for which public consultation would be required.

Councillor Kelly proposed the scheme be installed without the build out, this was seconded by Councillor Oddy.

The motion went to the vote and was lost, 6 to 4. Councillors Durant, Kelly, Oddy and Wallace voted in favour of the motion.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that
  - (a) Humped zebra crossing with kerb build out along Park Lane by Malvern Road detailed on Drawing No. QM032/1 be implemented
2. That, it be noted that the estimated costs of £25,000, would be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for School Travel Plan Programme.

The vote for the proposal was 6 in favour, 3 against and 1 abstention. Councillors Breeding, Kelly and Oddy voted against the scheme and Councillor Durant abstained from the vote.

#### 41 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The report presented Members with all new highway schemes requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee considered and agreed in principle the schedule that detailed the applications received by the service en bloc.

The Committee's decisions were noted as follows against each request:

Item Ref	Location	Description	Decision
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Waterloo Road	Signal-controlled crossing between Oldchurch Road roundabout and railway, linked to developer contributions for the development of the former Oldchurch Hospital site	AGREED
H2	Squadrons Approach	Provide 9:30am to 4pm, Monday to Friday, parking restrictions from junction with Franklin Road to south-western end of Squadrons Approach to facilitate new turning head for coaches serving new visitor centre.	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>			
H3	Havering Road, near Moray way	Request to widen existing pedestrian refuge to better accommodate parents and children walking to school or provide a controlled crossing.	REJECTED 8-2
H4	Park Lane	Make street one-way from Hornchurch Road to Brentwood Road to deal with 2-way traffic "facing off" because of parking on both sides. Resident reports damage to parked vehicles.	REJECTED 9-1
H5	Butts Green road, Emerson Park – Outside Tesco stores	Remove footway build-out from bus stop outside Tesco Store.	AGREED 9-1
		<b>Highway scheme proposal on hold for future discussion (For Noting)</b>	
H6	Appleton Way	Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speeding drivers.	DEFERRED

42 **TRAFFIC AND PARKING SCHEMES REQUEST**

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as follows against each scheme:

<b>Minor Traffic &amp; Parking Schemes Applications Schedule</b>			
<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
TPC357	Butts Green Road	Request for a parking review of the area following the opening of the Tesco's store and the commuter parking problems faced by the residents and the businesses of the area.	AGREED 9-1(abstention)
TPC358	156 Hornchurch Road, RM11 1QH	Request to convert the loading bay outside 156 Hornchurch Road to Pay & Display.	REJECTED 9-1
TPC359	Marshalls Park School / Pettit's Lane Romford.	To extend the school keep clear yellow zig zags to the boundary of house number 126 Pettit's Lane Romford.	AGREED
TPC324	Malvern Road, Romford	Request to amend the voucher bays in Malvern Road (outside the school) into Resident Parking bays.	AGREED

**SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues**

TPC323	Access road between Osborne Road and Towers Infant School and surrounding areas	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area following the school expansion.  Deferred until June 2013 - Paper and draft paper to be presented	REJECTED 9-1(abstention)
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**Chairman**